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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY

USSR

SUBJECT

Freight Car Markings

50X1-HUM

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THIS IS UNEVALUATED INFORMATION

1. [redacted] the control over assignment of blocks of numbers to railroad systems was centralized in the Commissariat of Ways and Communications in Moscow.

2. [redacted] separate blocks of numbers were assigned to various ministries such as timber and petroleum.

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3. Separate blocks were also assigned to special types of cars, such as tank cars and refrigerator cars.

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4. [redacted] these blocks were invariably issued in groups of threes. However, the situation got so confused that it was necessary to list the name of the railroad system underneath the serial number of the individual car.

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5. [redacted]
6. [redacted]

7. [redacted] the serial numbers of individual freight cars are marked at the time the car is delivered to the specific system which will own it. Some of the railroad systems have good shops and build their own cars, and they undoubtedly would be assigned a block of numbers for the cars they build.

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8. As far as re-use of specific freight car numbers is concerned, when a car was painted or repaired, it retained the same number which it had carried previously. [redacted] if the car were scrapped, the serial number would be re-used.

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9. When one railroad system is split between two systems, the freight cars are divided into two blocks and are repainted with the name of the new system indicated on the cars.
10. As far as the combining of parts of two or three different railroad systems into a new system is concerned, the number of freight cars from each is decided in a meeting and agreement is reached according to the needs of the new system by type of cars. [] the old numbers of the individual freight cars are retained rather than new numbers issued. 50X1-HUM

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